

9.0 R E P O R T

No. 9

OF THE

D I R E C T O R S

OF THE

Michigan Central Railroad Company,

TO THE

S T O C K H O L D E R S :

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT.

J U N E , 1 8 5 5 .

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B O S T O N :

1 8 5 5 .

J . H . E A S T B U R N ' S P R E S S .



# R E P O R T .

## *Report of the Directors to the Stockholders of the Michigan Central Railroad Company.*

WITH this, you have the report of Mr. Livermore, the Treasurer, and Mr. Rice, the Superintendent, showing the details and results of our operations for the year ending May 31st, 1855.

Some of the principal items in the operation of the last two years compare as follows :

	Year ending May 31, 1854.	Year ending May 31, 1855.
Earnings from Passengers, - - -	855,917.94	1,246,409.00
“ “ Freight, - - -	673,019.70	900,446.03
“ “ Miscellaneous, - - -	50,475.00	68,428.70
Gross Earnings, - - -	\$1,579,412.64	\$2,215,283.73
Operating Expenses, including State Taxes, - - - - -	903,944.38	1,335,627.48
Net Earnings, - - - -	<u>\$675,468.26</u>	<u>\$879,656.25</u>
No. of Way Passengers, - - -	245,028	345,138
No. of Through Passengers, - -	112,908	158,636
Total No. of Passengers, - -	<u>357,936</u>	<u>503,774</u>
No. of tons of Freight moved, - -	216,583	241,825
No. of miles run by Engines, - -	1,150,000	1,292,739
Earnings per mile run, - - - -	\$1.38	\$1.71

The Receipts for the year differ in a small degree from the Earnings, the difference growing out of the greater or less amount of uncollected earnings outstanding at the date of the report.

The Receipts for the year ending			
May 31st, 1855, were	-	-	\$2,261,936.62
Surplus Income, June 1st, 1854,	-		12,191.89
			<hr/>
			\$2,274,128.51
Operating Expenses for same time,			\$1,335,627.48
			<hr/>
Net Receipts,	-	-	\$ 938,501.03

This amount has been disposed of as follows :

Interest and coupon account,	-	\$360,903.48
Dividend, 6 per cent.,	-	\$340,860.00
Surplus on hand this day,	-	\$236,737.55

The increase of Passenger Earnings has been 46 per cent., and of Freight 34 per cent.

Increase of Gross Earnings 40 per cent., and of Operating Expenses 48 per cent.

The large increase of Operating Expenses, in proportion to the earnings, has been the result of several causes.

1st. The stock of Fuel on hand is greater than at the close of the last report, by upwards of \$45,000.

2nd. Labor and materials of all kinds, for the first seven months of the present year, were unusually high, caused by the very great amount of public work under construction. A salutary check has been given to the extraordinary progress of work of this sort, many of which were of questionable utility, and the price of

labor and much of the material used in operating are gradually falling to an average value.

3rd. The expenses of Agencies out of the State in procuring business at the East and West, were very large during the first half of the year. These have been discontinued, by agreement between this and the Michigan Southern and Northern Indiana Railroad Company, which arrangement it is so much for the interest of both Companies to keep that we trust it will be a permanent one.

4th. The realized rates of fare and freight in 1854 were much below a just price, reduced by commissions and the various incidents of competitions which consume a portion of the price without increasing the business by any material reduction in rate to the actual patron. In December the through fare was raised, and in January the rate of long freight advanced to a paying and regular price, both are still so low as to give no just cause of complaint to the public.

We ought to mention in this connection that our freighting business last winter was very much curtailed by the inability of the Great Western Railway to take away the freight, and the want of preparation on both sides of the Suspension Bridge at Niagara Falls, for its handling and transshipment. During the whole winter the freight at this point had to be carted across the bridge, which was not in readiness for trains to pass till into the spring.

Very large amounts of freight of the most profitable description were daily declined at Chicago during most of the winter. If this could have been taken, our receipts for the winter months would have been increased from one hundred to one hundred and fifty thousand dollars.

The Great Western Road is procuring a liberal supply of rolling stock in readiness for next winter, and the Companies on both sides of the Suspension Bridge are making extensive preparations for facilitating their business at that point; we have thus reason to hope by another winter that a sufficient outlet will be furnished to the East for all the freighting which may offer.

The cost of our road from Detroit to its junction with the Illinois Central Railroad, in Illinois, 269 miles, including very valuable depot accommodations in the city of Chicago, has been, - - \$10,300,147.03

In addition to which we have in steamboats, - - - - - 343,880.04

Stock and Bonds in the New Albany and Salem Railroad Company, which it is believed will ultimately be valuable, though not available at present, - - - - - 599,763.99

Construction Bonds of the Illinois Central Railroad, which can be sold at certain periods in 1856, the par value of which is amply guaranteed to this Company, - - - - - 800,000.00

As this road has assumed a magnitude in length and capacity, cost and earnings not originally anticipated by some of its friends, it may not be improper at this time to take a short view of its rise, progress, and present position.

The road was commenced by the State, and constructed with the wood and flat bar superstructure as far as Kalamazoo, 143 miles from Detroit, when in 1846 it was purchased by capitalists, from New York and New England, for Two million of Dollars. The

Charter was drawn with great care, and is in the nature of a contract with the State, containing valuable rights and privileges for which a large portion of the pecuniary consideration was paid. Any controversy with regard to such rights and privileges is thus brought within the jurisdiction of the United States Courts. The evident design of the State was to make a road across the Peninsula only from Detroit to Lake Michigan. It was apparent to the purchasers that, with the great and growing West beyond, the ultimate interest of the Stockholders, though perhaps temporarily suffering, would be promoted by the construction of a more permanent work, of large capacity, and its extension through the north end of Indiana to Chicago.

The Charter of this Company, with its subsequent amendments, gave ample power to accomplish the desired purpose, but through Indiana and in Illinois they had no charters.

To get through Indiana an arrangement was made with the New Albany and Salem Railroad Company (which possessed the legal right) to extend their road from the southern part of the State to our line at Michigan City, and permit our Company to use its right to build from thence to the State line of Illinois. To do this required the large investment before named in the securities of that Company, which we have carried at a considerable sacrifice, and, until the line was opened for through business, without any return or business advantage. We have, however, with that Company very valuable running arrangements, which, now that their line is opened through, are beginning to be felt in our earnings. We regard this road as a valuable feeder to ours, and trust we shall ultimately realize such a sum for our securities in that Company.

as to show the value of the connection to have been cheaply purchased.

To reach Chicago we had no Charter in the State of Illinois, and made an arrangement with the Illinois Central Railroad Company, by which our line is used by both Companies. Had we a Charter for this portion of our line, it would have been very questionable whether it were wise to construct an independent line, with its very expensive entrance into that city, which could not have been done and so good a location for Depots reached for less, probably, than One Million of Dollars. To effect this and to secure very valuable permanent running and ticketing arrangements with them, required large advances to be made to that Company. These advances, though collaterally well secured, had to be carried through the late money pressure at a large sacrifice to this Company. We believe, however, the fruits of this sacrifice will be an ample reward. The depot location in Chicago is upon the lake shore, at the mouth of the harbor, as close as possible to the very centre of business. The freight grounds are owned separately by the two Companies, and the Passenger accommodations jointly in equal parts. The passenger Depot now constructing is 500 feet long and 167 wide, the roof to make a clear span of the whole width. Into this Depot will concentrate the trains of the Galena Branch of the Illinois Central Road, connecting by steamboats with the whole of the upper Mississippi Valley, the trains of their Chicago Branch connecting at Cairo with steamers for the lower Mississippi and New Orleans, the trains of the St. Louis and Chicago lines, and such other lines as may in time avail themselves of so extensive and central a position. The business of nearly 1500 miles of Railroad and their extensive steamboat connections coming



into one terminus at Chicago will add very much to the business of our line, as its eastern outlet.

During the past year the Joliet and Northern Indiana Railroad has been so far completed that it will be brought into use before the close of the present month. This Line commences at Lake Station, on our road and extends almost due west, about  $44\frac{1}{2}$  miles to Joliet, as will appear by the accompanying map, which is the Northern terminus of the Chicago, Alton, and St. Louis Railroad. It also connects at that point with the Rock Island Railroad, giving to that line a better Eastern outlet than they can get by any other route. Twenty-four and a half miles west of Lake Station this Line crosses the Illinois Central Railroad. By it, we reach the business of some 350 miles of that road, with its Lower Mississippi Steamboat connection, with a saving of  $58\frac{1}{2}$  miles over their route, via Chicago. We reach the Chicago, Alton, and St. Louis Line and save 31 miles over their old route, and the Rock Island Road at a saving of 31 miles. Besides the great amount of through business which must come over this line, giving, as it does, a shorter outlet than any other for several large lines of Railroads, the country through which it passes is very fertile, especially the western part of it, and much advanced in settlement and cultivation, which will furnish a good local business, a large portion of which will find a market through our road at and east of Detroit.

That road was last September leased by this Company under a perpetual lease, for two thousand dollars per mile per annum. The road to be constructed in every respect as well as our road in the State of Indiana. Subsequently, at the desire of the Illinois Central Railroad Company, (a large portion of whose business going over our road will pass by this line) one

half of said lease was taken by them and it is now owned jointly. Each Company is therefore to pay one half of the \$89,000 rent. Besides securing very advantageous connections to both Companies we believe the line will yield more net profit than the rent amounts to.

Since the last Annual Report, the New Albany and Salem Railroad has been opened its whole length, 288 miles from Michigan City to the Ohio River.

The northern portion of the Illinois Central Railroad was completed this Spring to Dunleith, and is in successful connection with steamers to the Upper Mississippi River.

There remains of the Chicago Branch but eighty miles to be completed, when the whole of that road will be opened to public use.

In March last, the Chicago, Burlington, and Quincy (late Chicago and Aurora) and the Central Military Tract Railroads commenced running to the Mississippi River at Burlington. The Northern Cross Railroad, it is hoped, will extend this line to Quincy, 100 miles further, during the present summer. The Joliet and Northern Indiana Road will be put in operation during the present month. Whether the large expenditure our Company has made to reach the sources of business in the great West has been judicious, whether the anticipations are to be realized is now to be determined; certain it is that the principal original holders of the stock have in the main largely increased their interests and evinced a purpose to await the result of their steadily pursued plans and policy, and we doubt not that result will at least meet their just expectations.

A portion of these new sources of revenue have been brought into use the present spring.

The earnings compare with last year, as follows :

	<b>1854.</b>	<b>1855.</b>	<b>GAIN.</b>
March,	\$113,257.71	\$161,054.01	\$47,796.30
April,	145,156.07	235,484.79	90,328.72
May,	200,020.02	293,338.51	93,318.49
	<hr/> 458,433.80	<hr/> 689,877.31	<hr/> 231,443.51

Although we do not expect this percentage of gain to hold so large as the past three months, we have no reason to offer why it should not be very large through the present year, or why the new lines yet to be opened during the coming season will not produce a considerable increase in the business of 1856 over that of the present year.

By order of the Board.

J. W. BROOKS,

*Vice-President.*

## TREASURER'S REPORT.

*To the President and Directors of the Michigan  
Central Railroad Company.*

GENTLEMEN :

Herewith is respectfully submitted the Annual Accounts of the Company, for the year ending on 31st May last.

The standing of the Company will be shown by the accompanying General Account, marked A, by which it appears that the capital stock has been increased in the sum of three hundred and forty thousand nine hundred and sixteen dollars, (\$340,916) being the amount of stock dividend declared in January last, and some few additional fractions sold at par to complete full shares.

The amount of Bonds as compared with the last annual report, shows an increase of one million six hundred and nine thousand dollars, (\$1,609,000).

The proceeds of this surplus have been applied to payment for Illinois Central Railroad Bonds, for Construction, on account of Steamers, and for New Albany and Salem Railroad Company's Stock and Bonds.

The statement marked B, shows the condition of the Income Account, there being a balance to the credit of this account of two hundred and thirty-six thousand seven hundred and thirty-seven dollars and fifty-five cents, (\$236,737.55).

The paper marked C, gives the gross Receipts and amount of Operating and Interest Accounts for the year, the Receipts being, - - - \$2,261,936.62

Receipts of the previous year, - 1,588,595.34

Increase, - - - - 673,341.28

Operating and Interest Account, 1,696,530.96

Do. of the previous year, 1,173,532.00

Increase, - - - - \$522,998.96

The finances of the Company are now in a much more favorable condition than they have been for some time past, as the amount due from the Illinois Central Railroad Company will be realised in time to meet the present liabilities of the Company and render a floating debt to any considerable extent, unnecessary.

ISAAC LIVERMORE, *Treasurer.*

*Boston, June 1, 1855.*

A.

DR. *The Michigan Central Railroad Company in General Account.*

*Contra.*

1855. June 1.	To Capital Stock, . . . . . " Bond Account, 6 per cent. Sterling Bonds, unconverti- ble, . . . . . 463,613.33 8 per cent. Sterling Bonds, convertible, 500,000.00 8 per cent. Bonds, un- convertible, . . . 1,442,450.00 8 per cent. Bonds, con- vertible, . . . . 3,188,000.00  " Income Account, Balance of this Account, . . . . . " Bills Payable and Receivable, Bal- ance of this Account, . . . .	\$6,021,916.00	1855. June 1.	By Construction No. 1, Purchase of Road, . . . . . " Construction No. 2, Expenditures since purchase, . . . . . " Cash on hand, . . . . . " Assets in hands U. T. Howe, Lo- cal Treasurer, . . . . . " Assets in hands R. N. Rice, Su- perintendent, . . . . . " New Albany and Salem Railroad Company Stock and Bonds, . . " Illinois Central Railroad Compa- ny Bonds, . . . . . " Steamboats, . . . . .	\$2,000,000.00 8,300,147.03 11,331.64 51,264.13 57,552.61 599,763.99 800,000.00 343,880.04
		5,594,063.33			
		236,737.55			
		315,222.56			
		\$12,163,939.44		\$12,163,939.44	

BOSTON, JUNE 1, 1855.

ISAAC LIVERMORE, Treasurer.

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B.

Income Account. Receipts of Road.

Cr.

Contra.

1855. June 1.	To Balance of this Account, per Treasurer's Report of June 1, 1854, . " Receipts of Road, from June 1, 1854, to June 1, 1855, per Statement C, . . . . .	\$ 12,191.89  2,261,936.62	1855. June 1.	By Dividend declared January 10th, 1855, 6 per cent., . . . . . " Operating and Interest Account, from June 1, 1854, to June 1, 1855, . . . . . " Balance to new Account, . . . . .	\$ 340,860.00  1,696,530.96 236,737.55
1855. June 1.	To Balance of Income Account, this day, . . . . .	\$ 2,274,128.51  \$ 236,737.55			\$2,274,128.51

E. E.

ISAAC LIVERMORE, Treasurer.

BOSTON, JUNE 1, 1855.

C.

Gross Receipts of Road, for year ending May 31, 1855.

Operating Account and Interest for year ending May 31, 1855.

Month.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.	Date.	Account.	Amount.
1854.						1855.		
June,	\$ 17,741.70	\$ 71,279.79	-	89,021.49		June 1	Road Repairs, - - - - -	258,921.91
July,	64,385.67	94,190.19	-	158,575.86			Building Repairs, - - - - -	32,656.88
August,	61,698.44	87,369.53	-	149,067.97			Locomotive Repairs, - - - - -	194,531.87
September,	77,226.21	167,691.80	-	244,918.01			Car Repairs, - - - - -	88,946.48
October,	72,542.34	161,678.68	-	234,221.02			Locomotive Services, - - - - -	65,977.65
November,	106,721.34	156,138.61	17,981.10	280,841.05			Train Services, - - - - -	43,203.23
December,	81,561.41	89,673.64	3,254.66	174,489.71			Station Services, - - - - -	286,001.28
1855.							Fuel, - - - - -	142,670.57
January,	60,927.29	50,676.35	3,080.80	114,684.44			Oil and Waste, - - - - -	35,226.92
February,	43,698.10	40,028.04	3,094.11	86,820.25			Stationery and Printing, - - - - -	17,484.57
March,	82,929.57	84,091.42	3,527.64	170,548.63			State Tax, - - - - -	73,590.85
April,	106,363.81	111,332.93	21,187.43	238,884.17			Miscellaneous, - - - - -	96,415.27
May,	125,382.20	190,492.58	3,989.24	319,864.02				1,335,627.48
	901,178.08	1,304,643.56	56,114.98		2,261,936.62		Interest paid from June 1, 1854, to June 1, 1855, - - - - -	360,903.48
							By Balance, being net Receipts of the year ending May 31, 1855, - - -	565,405.66
					<u>2,261,936.62</u>			<u>\$2,261,936.62</u>

E. E.

BOSTON, JUNE 1, 1855.

ISAAC LIVERMORE, Treasurer.



## SUPERINTENDENT'S REPORT.

*To the President and Directors of the Michigan Central  
Railroad Company.*

THE following Report and Statement, showing the operations of the road the past year, is respectfully submitted.

Since the last Annual Report the central portion of the New Albany and Salem Road has been completed, and the north end connected with that portion of its line heretofore in operation from New Albany north, thus making a direct communication by rail from this line at Michigan City with the Ohio River at New Albany, and opening an avenue to this region for the products and travel of the South.

The Chicago and Burlington and Quincy line, composed of the Chicago, Burlington and Quincy, Central Military Tract, and Peoria and Oquaka Roads, has recently been opened for business its entire length, to Burlington, Iowa, and the Northern Cross Road connecting from Quincy with the Chicago and Burlington line at Galesburg, will be opened for business early in the fall.

The Chicago branch of the Illinois Central has been extended south to Urbana, a distance of 128 miles, and is expected to have a direct connection with its main line to Cairo before winter, and at the North, through the Galena and Chicago Union Road; it is now con-

nected with this line to the Mississippi at Dunleith, its northern terminus. A connection by rail to Cairo is now made via Chicago and Burlington Road, intersecting the Illinois Central at Mendota.

The Lake Shore Road has recently been opened for business between Chicago and Milwaukee.

This Company has ticketing connections with all the above recently opened lines, as well as with all others leading out of Chicago.

The Great Western (Canada) Railway, within the past year has been fully equipped with rolling stock for a large passenger business, and its trains are running with great regularity, and its business rapidly increasing, forming a valuable connection with this line.

With the opening for business, during this month of the Joliet and Northern Indiana Road nearly completed, connecting the track of this road from Lake Station Indiana, with that of the "Chicago, Alton and St. Louis Air Line" at Joliet, Illinois, its northern terminus, and with the "Chicago and Rock Island" at that point, greatly increased business from the South, both in passengers and freight, is confidently anticipated, as the passenger from St. Louis will then *be set down in New York in about forty-eight hours*, and freights can be transported between Detroit and the Mississippi River at different points without breaking bulk on the route, thus giving more prompt despatch than heretofore, and less risk of damage from handling.

The loss of the steamer May Flower last fall, made it necessary to charter a steamer to run in connection with the Plymouth Rock and Western World, on Lake Erie, between Detroit and Buffalo, and the Buck-Eye State was chartered for that purpose for this season.

Improvements were made during the winter in the steamers Plymouth Rock and Western World, it hav-

ing been found necessary to give them the proper trim, to move their boilers forward some twenty feet and to put in air-tight fire rooms and blowers to get the desired speed. The alterations in this respect, and the additions to their ventilation and safety, proved entirely satisfactory, and they may now be considered equal, if not superior in speed, capacity, strength, and safety, to any steamers on the inland waters.

During the past year it has been found necessary to rebuild the bridge over the St. Joseph River at Niles, at a cost of about twenty thousand dollars, and in addition to this several of the wooden culverts and small bridges on the line have had to be rebuilt, and it was deemed best to rebuild them in a permanent manner of stone. The rebuilding of bridges and repairs of fences, both items amounting to upwards of forty-four thousand dollars, are included in the operating expenses, under the head of Road Repairs.

The track on the older portions of the line has had extensive repairs the past year, and about five miles of new rails substituted for those badly damaged, and about 20,000 rails have been repaired at the ends and relaid. The greater part of the rails taken from the main lines, and beyond repair for the main track have been placed in sidings not much used, where they will last many years.

There has been put in during the year about 25,000 wrought iron chairs and joint planks, reaching over about 40 miles of track, in the place of the cast iron chair originally put in, and for the most part broken. It will be necessary the present season to substitute wrought chairs and planks in place of the cast ones, over about 50 miles of road in localities where, from the nature of the ground, it is difficult to keep the joints up without great expense, which with the

wrought chairs and joint planks, will be avoided in a great degree.

Many new ties have been put in on the oldest portions of the line, of which we have purchased during the year upwards of 50,000, the greater portion being now on hand to be laid in track.

The above will account for the large expenditures shown to the account of Road Repairs.

The stock of Engines has been increased the past year by the number of eighteen, twelve Passenger and six Freight, making the number owned by the Company at this time, sixty-four. (See Statement K.) Two of the new passenger Engines the "Challenge" and "Defiance," were built in the Company's shop at Detroit, and prove to be very perfect and reliable machines, and are worked with great economy in fuel. Of the stock of Engines four are small and used only for training cars and making up trains at Detroit, Chicago, and Michigan City.

The expense for repairs of Locomotives shows large in the accounts, which is owing in a great measure to the severity and length of the last winter, the extreme cold causing such a rigidity of track as to prove very disastrous to Driving, and truck wheels and cranks of engines, as well as to all the rolling stock of the road.

During the year four of the older engines have been thoroughly rebuilt, and many others have received extensive repairs. Improvements are now being made in all of them for the saving of fuel, and the results thus far have proved very satisfactory. It is believed that a saving in this item, in both passenger and freight engines, of at least 20 per cent. will be accomplished.

The Engines, with few exceptions, are in fine condition and able to do good service, and it is believed the

accounts for their repairs the ensuing year will be very much less than the past.

The stock of Cars has been increased the past year by the building of 6 first class Passenger, 4 second class, 5 Baggage, and 40 double Freight Cars, and there are now in process of construction 14 first class and 100 double Freight Cars, all of which will be needed for the fall business.

The stock of Cars as a whole is in very good condition, though a few will have to be rebuilt this season.

The buildings on the entire line are in good condition, and will require but slight repairs this year.

We failed last season in getting as full a supply of fuel as was desirable, and there has been a more liberal stock laid in the past winter and spring in consequence, which increased quantity, and at some points at a little increase over former prices, is the reason for that account being larger than last year.

The Company have on hand about 70,000 cords of wood at the present time.

#### ARRANGEMENT OF TRAINS.

During the summer of 1854, until the close of navigation, there were run three daily Passenger Trains *through*, and one between Chicago and Michigan City, the latter forming, with a train upon the New Albany and Salem Road and its connections, an express line between Chicago and Cincinnati, and called the "Cincinnati Express." During the close of navigation one of the through trains was taken off, and an accommodation train between Kalamazoo and Detroit substituted in its place.

At the commencement of business this season it was found advisable, for the accommodation of an increased business and prompt working of the line, to put on a

*fourth* passenger train *through*, and there are at the present time on the road, four through trains and the Cincinnati Express, all of which *are links in great connected lines*.

Statement A, annexed, shows the number of way-passengers and way-passenger earnings for the year, as compared with the year previous, showing a very satisfactory increase—and Statement B shows the whole number of passengers and earnings in same comparison.

Statement C shows the amount of earnings from Wheat and Flour, and also from all other freights, as compared with those of the year ending May 31st, 1854.

It will be observed by reference to Statement G, that although the quantity of wheat and flour transported is *less* this year than last, in consequence of a deficiency in the crop in some portions of the State, the *earnings* on those articles are considerably larger than last year, owing to the increased rates of transportation on the long distances as shown in Statement H. This is shown in a degree more prominent by comparing the whole Freight Earnings for the two years, the increase in tonnage being about 12 per cent. while that of Earnings is 34 per cent.

Statement D shows the Monthly Earnings of the road for the year, and Statement E shows the results of the last six years.

Statement F shows a monthly account of the different articles of Freight moved during the year, and G gives the same for the last six years, and H shows the stations and distances from Detroit and rates of fares and freights to each.

Statement I gives the miles run by the Locomotives for the year. J the monthly disbursements on account

of operating the road. K the names and descriptions of Locomotives ; and L the schedule and description of cars.

The Company has on hand a sufficient supply of well seasoned lumber for the repairs and construction of all the cars in contemplation this season, and also the usual supply of wheels, axles, tyre iron, and other materials for repairs.

The Company's shops at Detroit, Marshall, and Michigan City, are fully equipped with machinery and tools of approved kinds, some additions having been made the past year, and are now enabled to turn out work with greater despatch and economy than heretofore.

I am, very respectfully,

Your obedient servant,

R. N. RICE, *Superintendent.*

M. C. R. R. OFFICE, }  
*Detroit, June 1, 1855.* }





# T A B L E S

TO

SUPERINTENDENT'S REPORT.



## A.

STATEMENT of the number of Way Passengers, and the earnings from the same, for the years ending May 31, 1854, and May 31, 1855.

Months.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1854.	Year ending May 31, 1855.	Year ending May 31, 1854.	Year ending May 31, 1855.
June, - - -	17,195	27,264	28,108.61	44,852.63
July, - - -	16,946 $\frac{1}{2}$	22,896	24,794.15	32,913.24
August, - - -	19,294	22,765 $\frac{1}{2}$	30,017.23	33,712.56
September, - -	28,196	33,265 $\frac{1}{2}$	43,804.80	54,829.69
October, - - -	24,444 $\frac{1}{2}$	40,529 $\frac{1}{2}$	39,904.01	69,722.61
November, - -	19,305	34,446	29,882.51	55,823.38
December, - -	18,462 $\frac{1}{2}$	25,998	23,986.44	37,746.76
January, - - -	15,933 $\frac{1}{2}$	23,505 $\frac{1}{2}$	21,583.46	32,977.04
February, - -	16,204 $\frac{1}{2}$	17,238 $\frac{1}{2}$	23,477.94	25,472.31
March, - - -	22,188	28,750 $\frac{1}{2}$	34,103.08	40,357.78
April, - - -	21,278	32,997	34,612.40	52,119.37
May, - - -	25,580 $\frac{1}{2}$	35,482 $\frac{1}{2}$	42,876.40	58,489.92
Total, - - -	245,028	345,138 $\frac{1}{2}$	\$377,151.03	\$539,017.29

## B.

STATEMENT of the whole number of Passengers, and earnings from the same, for the years ending May 31, 1854, and May 31, 1855.

Months.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1854.	Year ending May 31, 1855.	Year ending May 31, 1854.	Year ending May 31, 1855.
June, - - -	30,666	44,640 $\frac{1}{2}$	81,825.56	106,821.44
July, - - -	27,514	35,912 $\frac{1}{2}$	66,117.28	82,531.07
August, - - -	31,809	36,132	83,107.20	87,981.99
September, - -	42,724 $\frac{1}{2}$	52,080 $\frac{1}{2}$	104,445.77	135,846.87
October, - - -	38,390 $\frac{1}{2}$	64,688	95,653.16	167,178.40
November, - -	28,771 $\frac{1}{2}$	48,721	62,954.48	111,205.32
December, - -	20,783 $\frac{1}{2}$	32,238	33,450.65	68,768.19
January, - - -	17,162	27,780	29,360.52	55,582.30
February, - -	19,047 $\frac{1}{2}$	20,753 $\frac{1}{2}$	40,916.95	45,050.95
March, - - -	27,544	36,418	65,258.49	82,628.12
April, - - -	32,443	48,234 $\frac{1}{2}$	84,004.57	132,538.90
May, - - -	41,080 $\frac{1}{2}$	56,175 $\frac{1}{2}$	108,823.31	170,275.45
Total, - - -	357,936	503,774	\$855,917.94	\$1,246,409.00

## C.

STATEMENT showing amount received from Wheat and Flour, and all other freights, for the years ending May 31, 1854, and May 31, 1855.

Months.	Am't rec'd from Wheat and Flour.		Amount rec'd from other Freight.	
	Year ending May 31, 1854.	Year ending May 31, 1855.	Year ending May 31, 1854.	Year ending May 31, 1855.
June, - - - -	7,883.68	6,425.17	29,724.20	54,581.28
July, - - - -	8,352.56	939.42	23,274.30	36,380.45
August, - - -	36,326.98	19,355.71	21,793.51	42,972.60
September, - -	45,384.83	27,733.63	29,244.20	53,816.67
October, - - -	41,761.50	27,574.30	56,223.78	68,271.08
November, - - -	23,177.40	41,537.70	49,614.68	73,815.24
December, - - -	5,677.07	15,194.61	35,841.57	47,334.32
January, - - -	5,862.27	15,686.76	22,155.16	44,588.72
February, - - -	8,497.50	6,858.58	36,458.74	34,731.54
March, - - - -	7,807.91	11,679.92	36,660.06	59,687.08
April, - - - -	3,670.28	13,243.30	53,949.97	82,495.38
May, - - - - -	7,111.31	17,432.35	76,566.23	98,110.22
Total, - - - -	\$201,513.29	\$203,661.45	\$471,506.40	\$696,784.58

## D.

STATEMENT of the Earnings of the Michigan Central Railroad, from June 1, 1854, to May 31, 1855, inclusive.

Months.	Passenger.	Freight.	Miscellaneous.	Total.
June, - - -	106,821.44	61,006.45	3,531.25	171,359.14
July, - - -	82,531.07	37,319.87	3,531.25	123,382.19
August, - - -	87,981.99	62,328.31	3,531.25	153,841.55
September, - -	135,846.87	81,550.30	7,838.56	225,235.73
October, - - -	167,178.40	95,845.38	4,655.23	267,679.01
November, - - -	111,205.32	115,352.94	6,287.45	232,845.71
December, - - -	68,768.19	62,528.93	4,029.71	135,326.83
January, - - -	55,582.30	60,275.48	6,612.05	122,469.83
February, - - -	45,050.95	41,590.12	6,625.36	93,266.43
March, - - - -	82,628.12	71,367.00	7,058.89	161,054.01
April, - - - -	132,538.90	95,738.68	7,207.21	235,484.79
May, - - - - -	170,275.45	115,542.57	7,520.49	293,338.51
Total, - - - -	\$1,246,409.00	\$ 900,446.03	\$ 68,428.70	\$2,215,283.73

## E.

## CONDENSED STATEMENT

*Of Business of the Michigan Central Railroad for the last six years.*

Years ending.	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of Tons Freight moved.	Gross Earnings.	Operating Expenses including State Tax.	Net Earnings.
May 31, 1850, - -	97,082	55,590	152,672	81,066	\$ 691,972.42	\$ 301,649.13	\$ 390,323.29
May 31, 1851, - -	117,976 $\frac{1}{2}$	73,875	191,851 $\frac{1}{2}$	134,208	947,347.39	341,664.65	605,682.74
May 31, 1852, - -	133,972	87,227 $\frac{1}{2}$	221,199 $\frac{1}{2}$	123,127	1,069,947.66	404,747.30	665,200.36
May 31, 1853, - -	170,059 $\frac{1}{2}$	77,492 $\frac{1}{2}$	247,552	161,226	1,153,660.91	566,721.98	586,938.93
May 31, 1854, - -	245,028	112,908	357,936	216,560	1,579,412.64	903,944.38	675,468.26
May 31, 1855, - -	345,138 $\frac{1}{2}$	158,635 $\frac{1}{2}$	503,774	241,825	2,215,283.73	1,335,627.48	879,656.25

F.  
MONTHLY STATEMENT  
*Of Freight moved during the year ending May 31, 1855.*

	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	Total amount moved in the year ending May 31st, 1855.
Apples, -	-	185	2,522	4,871	12,905	7,790	690	254½	171	219½	526½	64	30,198½
Beer and Ale, -	350	335½	320	350½	483	478	259	245	143½	228½	284	422½	3,899½
Ashes, -	7	8	11	3	9	9	7	5	5	2	20	18	104
Barley, -	5,428	-	114	2,048	4,885	9,458	3,307	3,120	1,906	2,062	1,536	1,913	35,777
Buckwheat Flour, -	1	-	-	-	-	2	4	5	1	-	-	-	13
Beans, -	294	211	57	399	361	372	1,172	854	262	2,777	2,249	181	9,189
Bran and Shorts, -	117	146	140	209	237	349	177	124	117	80	54	149	1,899
Beef, -	27	3	1	4	17	949	1,816½	688	3	36	898	31	4,473½
Butter, -	20	9	11	27	27	55	51	26	15	53	57	21	372
Corn, -	115,173	79,490	58,812	93,681	89,476	75,559	44,953	14,015	24,644	68,482	63,900	63,394	790,979
Corrmeal, -	383	285	124	143	19	344	235	267	596	329	530	818	4,173
Cheese, -	22	16	18	19	47	61	5	13	8	8	7	11	235
Chamberries, -	-	1½	2	13	148	224	103	25	35	1	8	37	597½
Coal, -	281	468	219	115	178	348	14	129	128	83	153	196	2,312
Fruit, dried, -	37	10	2	-	29	74	57	50	24	75	33	33	424
Flour, -	19,552	3,347	23,621½	46,358	45,208	67,972½	32,634½	34,281	13,015	26,473½	23,161½	28,595½	366,220
Furniture and Luggage, -	199	161	182	244	398	445	237	200	119	293	492	436	3,406
Grass and Clover Seed, -	-	-	2	12	8	30	30	37	63	124	119	4	429
Garden Roots, -	15,000	500	867	4,233	8,767	4,666	800	167	200	4,500	24,500	8,766	72,966
Ham and Bacon, -	93	3	6	9	5	1	146	172	2	77	65	91	670
High Wines, -	228-	401	344	418	345	570½	919	496	409	265	420	819	5,634½
Hides, -	3	5	3	6	83	124	103	46	17	15	31	45	481
Iron and Nails, -	626	123	145	184	400	1,140	1,426	512	1,230	957	1,120	559	8,422

Lime, -	tons	152	117	103	101	63	130	36	7	11	40	96	182	1,038
Lumber, -	feet	1,458,069	870,262	1,030,658	928,376	884,428	1,459,236	1,095,709	814,436	575,776	2,078,355	1,313,892	2,466,488	14,975,925
Laths, -	tons	117	37	115	133	167	207	54	54	28	51	96	124	1,183
Leather, -	tons	30	25	24	77	85	94	59	46	28	40	43	38	589
Millstones, -	"	2	2	7	1	-	-	5	-	-	-	-	-	17
Miscellaneous merchandise, -	"	3,130	2,227	3,079	4,408	5,862	5,321	2,546	1,609	1,543	4,052	4,764	6,988	45,529
Oats, -	bush.	81,013	38,039	18,283	20,821	58,082	54,456	25,631	9,539	18,842	17,199	23,383	57,409	422,697
Other agricultural products, -	tons	13	6	40	195	74	162	87	5	6	47	32	60	727
Plaster, -	"	36	7	3	36	13	490	150	518	333	292	921	494	3,293
Pig Iron, -	"	33	19	29	45	44	37	118	20	8	41	17	19	430
Pelts and Skins, -	"	22	7	2	5	8	13	15	37	29	24	47	38	247
Pork, -	bbls.	512	102	41	242	524	427	3,543	2,403	378	1,863 $\frac{1}{2}$	3,436	4,922	18,393 $\frac{1}{2}$
Pork in Hog, -	tons	-	-	-	-	-	89	935	1,642	1,751	203	-	-	4,620
Salt, -	bbls.	1,767 $\frac{1}{2}$	3,054	5,654	3,700	1,736	7,972	2,455	428	54	79	155	399	27,453 $\frac{1}{2}$
Stoves, -	tons	113	58	77	90	153	108	67	233	15	33	98	29	1,074
Shingles, -	M	1,402 $\frac{1}{2}$	582 $\frac{1}{2}$	467 $\frac{1}{2}$	557	416 $\frac{1}{2}$	587 $\frac{1}{2}$	390	332	519	1,109 $\frac{1}{2}$	1,173	1,258 $\frac{1}{2}$	8,796 $\frac{1}{2}$
Wool, -	tons	31	278	157	44	43	38	10	36	8	17	47	45	754
Wheat, -	bush.	25,885	1,619	130,128	178,071	154,707	237,832	80,565	58,903	23,875	39,131	45,232	101,309	1,077,257
Whiskey, -	bbls.	593	865	878	452	477	399	520	1,329	487	555	248 $\frac{1}{2}$	234	7,037 $\frac{1}{2}$
Neat Cattle, -	No.	2,936	731	439	857	751	953	50	79	26	571	1,634	3,082	12,109
Horses, -	"	344	178	172	321	351	518	263	198	98	605	252	230	3,530
Hogs, -	"	4,306	939	147	2,416	1,329	2,646	2,560	2,969	150	1,694	6,363	11,532	37,051
Sheep, -	"	1,120	841	178	159	2,940	1,081	1,242	1,814	177	-	950	821	11,323
Deer, -	"	-	-	-	-	-	5	-	-	-	-	-	-	5
Wood, -	cords	4 $\frac{1}{2}$	-	-	-	7	73 $\frac{1}{2}$	37	84	473 $\frac{1}{2}$	924 $\frac{1}{2}$	82	8 $\frac{3}{4}$	1,695
Sand, Stone & Brick, -	tons	658	627	454	60	25	176	1,046	1,050	511	285	545	103	5,540
Total in tons,		18,983	10,557	16,593	23,060	25,047	33,156	19,032	15,836	11,511	20,085	20,930	27,035	241,825

STATEMENT showing the total amount of Freight moved in the following years.

Articles.		Year ending May 31, 1850.	Year ending May 31, 1851.	Year ending May 31, 1852.	Year ending May 31, 1853.	Year ending May 31, 1854.	Year ending May 31, 1855.
Apples, - - -	bbls.	1,484	7,798	3,550	25,912	16,774	30,198 $\frac{1}{2}$
Ale and Beer, - -	bbls.	2,348	1,347	1,933	1,906	3,411	3,899 $\frac{3}{4}$
Ashes, - - -	tons	456	427	307	263	177	104
Barley, - - -	bush.	11,646	3,999	1,125	24,462	43,675	35,777
Buckwheat Flour, -	tons	30	10	17	15	27	13
Beans, - - -	bush.	1,647	1,881	223	1,064	2,472	9,189
Bran and Shorts, -	tons	419	569	858	1,090	1,656	1,899
Beef, - - -	bbls.	959	111	1,592	6,872	2,625	4,473 $\frac{1}{2}$
Butter, - - -	tons	65	120	212	206	167	372
Corn, - - -	bush.	131,270	118,599	244,505	260,931	377,257	790,979
Cornmeal, - - -	bbls.	230	213	511	346	1,916	4,073
Cheese, - - -	tons	82	153	156	146	165	235
Cranberries, - - -	bbls.	1,487	781	1,947	1,036	980	597 $\frac{1}{2}$
Coal, - - -	tons	493	656	824	1,091	1,823	2,312
Fruit, dried, - - -	tons	57	269	96	339	406	424
Flour, - - -	bbls.	343,300	542,540	424,297	416,864	387,764 $\frac{1}{2}$	366,220
Furniture and Luggage, - - -	tons	1,764	2,009	2,260	2,084	2,528	3,406
Grass and Clover Seed, - - -	tons	82	25	35	340	489	429
Garden Roots, - -	bush.	23,533	24,530	22,878	34,833	35,500	72,966
Ham and Bacon, -	tons	46	54	97	328	815	670
High Wines, - - -	bbls.	6,985	8,724	7,302	9,032	5,818	5,634 $\frac{1}{2}$
Hides, - - -	tons	93	114	146	224	529	481
Iron and Nails, -	tons	1,433	2,176	1,480	3,194	4,658	8,422
Lime, - - -	tons	263	276	383	481	833	1,038
Lumber, - - -	M	1,687,506	2,479,748	2,276,395	12,377,534	14,440,045	14,975,625
Laths, - - -	tons	191	288	318	529	1,296	1,183
Leather, - - -	tons	248	277	283	321	437	589
Millstones, - - -	tons	37	32	14	10	18	17
Miscellaneous Merchandise, - - -	tons	11,163	13,972	15,850	23,208	35,033	45,529
Oats, - - -	bush.	73,519	45,487	58,220	115,295	238,276	422,697
Other Agricultural Products, - - -	tons	155	220	342	268	330	727
Plaster, - - -	tons	892	1,264	1,214	2,613	3,103	3,293
Pig Iron, - - -	tons	829	597	299	439	571	430
Pelts and Skins, -	tons	117	151	91	213	190	247
Pork, - - -	bbls.	1,834	967	4,078	11,678	25,173 $\frac{1}{2}$	18,393 $\frac{1}{2}$
Pork in hog, - - -	tons	402	651	1,341	2,194	2,509	4,620
Salt, - - -	bbls.	19,792	20,765	17,837	18,936	21,705	27,453 $\frac{1}{2}$
Stoves, - - -	tons	397	581	460	461	744	1,074
Shingles, - - -	M	7,380	5,099	5,298	7,878	8,025	8,766 $\frac{1}{2}$
Wool, - - -	tons	313	410	490	593	677	754
Wheat, - - -	bush.	213,946	668,741	578,778	807,707	1,275,394	1,077,257
Whiskey, - - -	bbls.	2,651	3,996	3,802	4,647	5,592 $\frac{1}{2}$	7,037 $\frac{1}{2}$
Neat Cattle, - - -	No.	119	515	2,671	4,012	7,238	12,109
Horses, - - -	No.	360	285	474	584	1,647	3,530
Hogs, - - -	No.	2,092	3,582	4,003	12,432	15,165	37,051
Sheep, - - -	No.	1,793	845	1,365	7,161	10,432	11,323
Deer, - - -	No.	-	-	-	-	13	5
Stone, Sand, and Bricks, - - -	tons	-	-	4,145	6,271	3,304	5,540
Wood, - - -	cords	1,017	5,895	4,118	9,646	5,745	1,695
Total in Tons,		81,066	134,208	123,127	161,322	216,583	241,825



## H.

**SCHEDULE OF STATIONS, with their Distance and Rates of Freight  
and Passenger Fare from Detroit.**

STATIONS.	Miles from Detroit.	Passenger Fare.		Rates of Freight.		
		1st Class.	2d Class.	1st Class.	2nd Class.	3rd Class.
				Cents per 100 lbs.	Cents per 100 lbs.	Cents per 100 lbs.
Detroit,*	-	-	-	-	-	-
Dearborn,*	10.1	.30	.25	7	6	3
County House,	15.7	.50	-	-	-	-
Wayne,*	17.5	.55	.45	10	8	5
Sheldons,	22.2	.75	-	-	-	-
Dentons,	24.8	.80	-	14	10	6
Ypsilanti,*	29.4	.90	.75	16	11	7
Geddes,	33.3	1.00	-	18	12	8
Ann Arbor,*	37.4	1.10	.90	20	14	8
Delhi,	42.6	1.25	-	22	16	10
Scio,	44.3	1.30	-	23	16	10
Dexter,*	46.9	1.35	1.05	24	17	11
Chelsea,*	54.4	1.60	1.25	27	20	13
Franciscos,	61.2	1.80	-	30	21	14
Grass Lake,*	65.4	1.95	1.50	31	23	15
Leoni,	68.2	2.00	-	32	23	16
Michigan Centre,	71.5	2.10	-	34	24	17
Jackson,*	75.6	2.25	1.75	35	25	18
Sandstone,	81.8	2.45	-	-	-	-
Parma,*	86.4	2.55	2.00	39	27	20
Concord,	89.1	2.65	-	40	29	21
Bath Mills,	92.0	2.75	-	41	29	22
Albion,*	95.5	2.85	2.20	42	29	23
Marengo,	101.0	3.00	-	43	30	24
Marshall,*	107.3	3.20	2.50	44	31	26
Ceresco,	112.5	3.35	-	46	32	27
Battle Creek,*	120.2	3.50	2.65	47	33	28
Augusta,	129.9	3.70	-	49	35	30
Galesburg,*	134.3	3.80	2.85	50	36	30
Comstock,	139.3	3.90	-	50	38	30
Kalamazoo,*	143.1	4.00	3.00	50	38	30
Mattawan,	155.3	4.25	-	50	40	30
Paw Paw,*	159.4	4.35	3.25	50	40	30
Decatur,*	167.1	4.50	3.40	50	40	30
Dowagiac,*	178.2	4.60	3.50	50	40	30
Pokagon,	184.1	4.70	-	50	40	30
Niles,*	190.7	4.80	3.60	50	40	30
Buchanan,*	197.0	5.00	-	50	40	30
Terre Coupee,*	201.4	5.20	3.95	50	40	30
Chamberlains,	210.1	5.50	-	50	40	80
New Buffalo,*	217.9	5.75	4.30	50	40	30
Michigan City,*	227.5	6.00	4.50	50	40	30
Porter,*	239.7	6.25	4.70	50	40	30
Lake,*	248.1	6.40	4.80	50	40	30
Gibsons,	259.9	6.60	5.00	50	40	30
Junction,*	269.4	6.75	5.00	50	40	30
Chicago,*	284.8	7.00	5.00	50	40	30

\* Regular Stations; balance are Flag Stations.

## I.

STATEMENT of *Miles run by Locomotives, from June 1st, 1854, to  
May 31st, 1855, inclusive.*

Months.	Passenger Trains.	Freight Trains.	Wood & Timber Trains.	Working Trains.	Total.
June, - - -	49,358	37,798	3,117	4,916	95,189
July, - - -	49,169	34,297	4,012	4,236	91,714
August, - -	57,590	40,896	3,550	7,791	109,827
September, -	56,317	41,968	1,921	8,237	108,443
October, - -	57,856	60,391	2,942	6,302	127,491
November, -	55,809	63,824	3,964	8,419	132,016
December, -	54,583	35,769	7,047	3,900	101,299
January, - -	53,787	33,512	8,121	3,102	98,522
February, - -	46,736	29,095	8,200	3,272	87,303
March, - - -	44,737	35,636	8,324	6,344	95,041
April, - - -	57,907	43,880	5,039	6,221	113,047
May, - - -	69,130	46,843	7,438	9,436	132,847
	652,979	503,909	63,675	72,176	1,292,739

J.

## S T A T E M E N T

*Of the Monthly Disbursements on Account of operating the Michigan Central Railroad, for the year ending May 31st, 1855.*

Months.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Services.	Train Services.	Station Services.	Fuel.	Oil and Waste.	Stationery.	State Tax.	Miscellaneous.	Total.
June,	\$22,512.84	\$4,358.99	\$7,938.20	\$8,214.61	\$6,757.59	\$3,996.74	\$21,574.31	\$3,593.66	\$4,834.92	\$2,487.16	\$	\$5,995.92	\$92,264.94
July,	21,900.22	4,336.13	24,571.99	7,802.55	4,060.81	3,148.18	19,926.43	1,735.40	4,681.64	1,347.46	.	4,931.03	98,441.84
Aug.,	20,406.75	4,029.51	13,054.93	8,046.72	4,964.55	3,171.57	16,347.94	10,310.21	2,373.12	1,166.13	.	7,852.40	91,723.83
Sept.,	17,808.04	2,614.01	12,853.86	6,939.88	5,375.18	3,067.49	30,509.50	6,619.11	3,035.66	1,479.08	.	6,406.30	96,708.11
Oct.,	17,359.06	3,152.17	26,929.69	11,270.25	6,496.36	4,591.92	33,805.81	7,468.12	2,327.43	869.00	.	9,833.83	124,103.64
Nov.	59,246.09	2,329.16	12,102.97	738.65	4,368.68	4,425.80	29,043.05	3,723.29	3,110.98	3,036.90	.	10,305.22	132,430.79
Dec.,	29,672.97	3,055.57	35,159.01	14,474.03	7,960.22	2,480.12	30,933.98	11,442.23	5,992.87	949.51	.	4,100.90	146,221.41
Jan.,	13,961.06	1,822.76	7,482.20	4,209.05	4,226.69	4,026.72	24,555.90	20,651.97	1,769.91	835.92	.	8,869.52	92,411.70
Feb.,	9,509.98	1,083.36	11,417.33	4,421.28	5,737.85	3,115.53	15,563.47	19,227.48	512.82	65,133.70	.	6,853.79	143,099.40
March,	12,140.82	1,291.21	12,421.30	8,716.99	4,772.93	2,730.55	17,723.84	29,208.30	2,725.92	827.42	8,457.15	4,325.31	105,341.74
April,	20,539.43	1,444.92	9,917.15	7,279.45	5,186.89	3,430.05	20,763.25	18,391.14	2,661.48	2,330.14	.	8,590.00	100,533.90
May,	13,864.65	3,139.09	20,683.24	6,833.02	6,069.90	5,018.56	25,233.80	10,299.66	1,200.17	1,633.04	.	18,351.05	112,346.18
Total,	258,921.91	32,656.88	194,531.87	88,946.48	65,977.65	43,203.23	286,001.28	142,670.57	35,226.92	17,484.57	73,590.85	96,415.27	1,335,627.48

## K.

*Schedule of LOCOMOTIVES, Dimensions, &c.*

Name.	Builders.	Diameter of Drivers.	No. of Drivers.	Cylinders.
Bald Eagle,	Amoskeag Co. Manchester,	6 feet,	4	16+20
White Eagle,	" "	"	4	"
Grey Eagle,	" "	"	4	"
Black Eagle,	" "	"	4	"
American Eagle,	" "	"	4	"
Golden Eagle,	" "	5½ feet,	4	"
Flying Cloud,	" "	"	4	"
White Cloud,	" "	6 feet,	4	"
Storm Cloud,	" "	"	4	"
North Wind,	" "	"	4	16+22
East Wind,	" "	"	4	"
South Wind,	" "	"	4	"
West Wind,	" "	"	4	"
Trade Wind,	" "	"	4	"
Whirlwind,	" "	5½ feet,	4	"
Challenge,	M. C. R. R.	"	4	16+20
Defiance,	"	"	4	"
Grey Hound,	Lowell,	6 feet,	4	16+22
Wolf Hound,	"	"	4	"
Fox Hound,	"	"	4	"
Stag Hound,	"	"	4	"
Pioneer,	Hinkley & Drury, Boston,	5 feet,	4	15+18
Comet,	" " "	"	4	"
Torrent,	" " "	"	4	"
Herald,	" " "	"	4	"
Reindeer,	" " "	"	4	"
Antelope,	" " "	"	4	"
May Flower,	" " "	"	4	"
Gazelle,	" " "	"	4	"
Hurricane,	M. C. R. R.	"	4	"
Cataract,	"	"	4	"
St. Joseph,	Lowell,	3 feet,	4	12+18
Jupiter,	Amoskeag Co. Manchester,	4 feet,	6	16+20
Saturn,	" "	"	6	"
Neptune,	" "	"	6	"
Mars,	" "	"	6	"
Pluto,	" "	"	6	"
Twilight,	N. Jersey Loc. Man. Co.	"	6	"
White Bear,	Detroit Loc. Works,	"	6	"
Grizley Bear,	" "	"	6	"
Brown Bear,	" "	"	6	"
Black Bear,	" "	"	6	"
R. Mountain,	Hinkley & Drury, Boston,	"	6	"
Salamander,	" " "	"	6	"
Hecla,	" " "	"	6	"
Ætna,	" " "	"	6	"
Niagara,	" " "	"	6	"
Vesuvius,	" " "	"	6	"

*Schedule of LOCOMOTIVES, continued.*

Name.	Builders.	Diameter of Drivers.	No. of Drivers.	Cylinders.
Peninsula,	M. C. R. R., Detroit,	4 feet,	6	16+20
Goliah,	" "	"	6	"
Washington,	" "	"	6	"
Samson,	" "	"	6	"
Giant,	" "	"	6	"
Lion,	" "	"	6	"
Tiger,	" "	"	6	"
Ajax,	Amoskeag Co. Manchester,	4½ feet,	4	15+24
Atlas,	" "	"	4	"
Ceres,	" "	"	4	"
Stranger,	" "	5 feet,	4	"
Vulcan,	Hinkley & Drury, Boston,	4½ feet,	4	15+20
Hercules,	" " "	"	4	"
B. Creek,	" " "	"	4	"
Swallow,	Baldwin,	5 feet,	2	12+18
Alert,	"	4½ feet,	2	10+18

## L.

## STATEMENT showing the number of CARS of each kind.

## PASSENGER CARS.

40 first class, with 12 wheels.

1 " " 8 "

2 " " 12 " nearly ready for use.

14 " " 12 " in process of construction.

8 second class, with 8 "

4 " " 8 " nearly done.

## BAGGAGE CARS.

4 with 12 wheels, (new) fitted up for mails and express.

10 with 8 wheels, one of which is fitted up for mails and express.

2 with 12 wheels, nearly ready for use.

## FREIGHT CARS.

530 covered 8-wheeled Cars, 50 of which are fitted up with platforms and moveable seats for transporting emigrants westward and freight eastward.

100 covered 8-wheeled Cars, in process of construction.  
 150 open 8-wheeled Cars.  
 11 open 4-wheeled Cars.  
 60 covered 4-wheeled Cars.

#### GRAVEL AND OTHER CARS.

20 Gravel Cars, (Dumpers.)  
 70 Hand Cars.  
 60 Repairing and Wood Cars.

#### RECAPITULATION.

The stock of Cars comprising those in service now, and others in process of construction, will in early winter be as follows :

#### *In the Passenger Department.*

57 1st class Passenger Cars.  
 12 2nd class Passenger Cars.  
 16 Baggage Cars.

#### *In Freight Department.*

630 8-wheeled Box Cars, reckoned as single,	-	-	-	1260
150 8-wheeled Open Cars, " "	-	-	-	300
11 4-wheeled Open Cars, " "	-	-	-	11
60 4-wheeled Box Cars, " "	-	-	-	60
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#### *Gravel and other Cars.*

20 Dumpers.  
 70 Hand Cars.  
 60 Repair and Wood Cars.



